

✓ 11/12/86
✓ 1/28/87

CIRCULATION ELEMENT
OF THE GENERAL PLAN

CITY OF GRIDLEY

Summary Document

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

NOV 6 1986

UNIVERSITY OF CALIFORNIA

prepared for
The City of Gridley

by
Earl D. Nelson and Associates

October 1983

GRIDLEY CIRCULATION ELEMENT

Summary Document

TABLE OF CONTENTS

SUMMARY OF CIRCULATION ELEMENT SUPPORT DOCUMENT	Page 1
Policy Highlights	1
Potential Congestion Areas	2
PROPOSED FUTURE CIRCULATION IMPROVEMENTS	3
Background and Introduction	3
Circulation Issues and Proposed Measures	4
TRUCK ROUTE STUDY	9
Possible Optimum Through Truck Route	10

FIGURES

Figure 5. Gridley Circulation Map	Back pocket
Figure 6. Existing Truck Routes	9a



Digitized by the Internet Archive
in 2024

<https://archive.org/details/C124889680>

GRIDLEY CIRCULATION ELEMENT

SUMMARY OF CIRCULATION ELEMENT SUPPORT DOCUMENT

The Circulation Element of Gridley's General Plan establishes general goals and policies, emphasizing cost efficiency, convenience, safety, and efficient movement of goods and people.

POLICY HIGHLIGHTS

Through its Circulation Element policies, the City of Gridley:

1. Supports use of government funding sources for transportation improvements benefitting the general public.
2. Requires new development to pay cost of necessary improvements.
3. Calls for limited access along roads in commercial strip development.
4. Recommends two access routes for all major new developments, with both routes preferably avoiding residential neighborhoods.
5. Encourages development of bike lanes throughout town, and provision of bike racks in the downtown area.
6. States that a parking inventory will be conducted.

In response to concerns regarding pedestrian safety, Gridley adopts the following additional policies:

7. Sidewalks will be encouraged along all street frontages throughout the City.
8. Throughout the City, sidewalks will be required in connection with new construction or development projects, with owner or applicant to pay full costs, as provided for in Chapter 12.04 of the Gridley Municipal Code.

9. A program to build sidewalks along pedestrian routes as shown on Figure 5 will be implemented on a shared cost basis. Along the designated pedestrian walkways, the program will require mandatory sidewalk construction where no sidewalks presently exist, and mandatory repair or reconstruction where existing sidewalks are deteriorated (broken, sunken below grade). First priority will be given to hazardous areas.

10. Owners of property not along designated pedestrian walkways may request City assistance in new sidewalk construction. The City will perform the construction and share costs with the property owner.

POTENTIAL CONGESTION AREAS

The Circulation Element describes the existing road system and analyzes it with a computer model, to identify potential congestion areas. Conclusions are:

1. At present, there is no shortage of available parking in the downtown business area. With future growth and revitalization of downtown, more parking may be needed.

2. Gridley's traffic is flowing freely, at present. The only intersections with slight traffic delays are:

- a) intersection of Sycamore and Virginia Streets
- b) intersection of Sycamore and Vermont Streets
- c) intersection of Sycamore and Washington Streets

3. Areas with potential for future traffic congestion problems (assuming continuation of present traffic patterns) are:

- a) Highway 99, south of Hazel Street
- b) Jackson Street
- c) Magnolia Street
- d) Washington Street.

These areas would experience congestion due to insufficient numbers of north-south collectors.

PROPOSED FUTURE CIRCULATION IMPROVEMENTS

Background and Introduction

To provide for all types of anticipated future circulation needs, the road system must have an adequate distribution of different road types, each serving a different function. The basic street system can be divided into the following four categories:

(1) **Arterials** - The largest type of street found in Gridley, arterials provide for through traffic movement between cities and through the city with limited direct access to abutting property. Highway 99 is an example of an arterial.

(2) **Collector System** - Collectors provide for through traffic movement between areas and across the city with access to abutting property. Since the most important function of the collector system is to move large volumes of vehicles from one part of the city to another, they should be designed to connect areas with high volumes of traffic and important rural highways entering the city.

A properly designed and developed collector system will help to define residential neighborhoods, industrial and commercial areas. Where possible, they should skirt residential neighborhoods. For minor collector and local streets to serve their intended purpose, major collector streets should not be more than one mile apart. The width standard for the system is 84 feet right-of-way for four lanes, parking and a median strip for major collectors which carry unusually high traffic loads. Generally speaking, a four-lane major collector may carry up to 2,400 vehicles per hour during the peak hour, or 600 vehicles per hour per lane. A two-lane minor collector, with a 60-foot right-of-way, can carry up to 8,000 vehicles per day. Due to its limited projected population, Gridley's planned collector streets are all minor (two-lane) collectors.

(3) **Local Street System** - Local streets provide direct access to abutting land, and provide for local traffic movement. Through traffic movement should be discouraged on local streets. Width standards for the local street system are 40 feet with parking, within a right-of-way of 60 feet.

Figure 5 depicts Gridley's existing (1983) circulation system, with proposed road extensions superimposed. These road extensions are recommended for purposes of

- a) better accommodating existing local traffic circulation;
- b) accommodating local traffic generated by future growth occurring on land contiguous to existing development;

c) improving circulation for local and through traffic in outlying areas presently in agricultural use;

d) providing a network of major roads which will give definition to future residential neighborhoods and commercial areas.

Provision for proper circulation in Gridley also includes ensuring pedestrian safety along the entire length of those routes most frequently taken by both pedestrians and vehicle traffic. Figure 5 includes the designated pedestrian walkways to be the targets of a mandatory sidewalk construction program (refer to Policies 7 through 10).

CIRCULATION ISSUES AND PROPOSED MEASURES

The following discussion connects each proposed improvement on Figure 5 with a local issue specific to Gridley's circulation planning.

Issue: East-West Truck Route passing elementary schools and Post Office on Sycamore Road causes inconvenience, noise impacts and threat to pedestrian safety.

Measure: Convert Gridley-Biggs Road/Colusa Highway corner to a rounded, more gradual curve to ease turns as trucks move between Colusa Highway and Spruce Street, making Spruce the truck route rather than Sycamore. (See discussion under "Truck Route Study".)

Issue: Lack of collector roads in outlying agricultural areas, to provide for future major circulation framework.

Criteria for collector network:

- a) Locate a major road (collector) at least once every mile in both directions.
- b) Use existing roads where possible, (e.g., Little).
- c) Where no road exists, extend an existing road, (e.g., Block, Ord Ranch Rd.), in the best location for proper collector frequency.

- Measures:** (1) Extend Block north, and curve east to meet Gridley-Biggs Road.
- (2) Extend Ord Ranch Road, going south of Drainage Lateral #E7 and then west along section line, to meet the Block Road extension.
- (3) Upgrade Little Road, and Block Road north of the Little intersection, to minor collector standards.
- (4) Extend Washington Street northwest (parallel to the S.P.R.R) for about one mile.
- (5) Extend Vermont St. north 1500 feet, to meet the extension of Ord Ranch Road.
- (6) Extend Little Ave. east to meet Highway 99.
- (7) Extend Washington Street southeast, to meet the extension of Little Ave.

Issue: Future Gridley area growth could result in traffic congestion unless preventive measures are taken.

- Measures:** (1) To avoid congestion on Highway 99 through town, encourage construction of the Caltrans-suggested freeway bypass route, with Gridley access, about 1/2 mile east of the present route. A frontage road would be located along the west side of the bypass, from E. Gridley Road to Ord Ranch Road.
- (2) In connection with environmental review for new developments, analyze which intersections will be impacted, the degree to which impactation will occur, and what improvements are necessary to avoid either direct or cumulative impacts.
- (3) Establish appropriate funding mechanisms to insure developer pays for improvements made necessary as a result of his development.

Issue: Some local streets do not connect with the overall circulation pattern.

- Measures:** (1) Extend Bridgeford Ave. southwest to meet Gridley-Biggs Highway, and extend Idaho and Nevada streets north to meet the Bridgeford Ave. extension.

- (2) Extend East Spruce Street east to the City Limits.
- (3) Connect Fairview between East Spruce and south of East Hazel.
- (4) Extend Spruce Street from Gridley-Biggs Road west to Kofford Road.
- (5) Extend Randolph Ave. north, to meet the extension of Spruce Street.
- (6) Extend Kofford Rd. north, and Macedo Rd. west, to meet in a right angle.
- (7) Extend Bonnell Rd. south from Archer Ave. to meet Nielson Ave.
- (8) Extend Idaho and Georgia Streets south to meet Little Ave.
- (9) Connect West Liberty Road with the extension of Little Ave.
- (10) Extend Bayberry Way west to meet Lewis Oak Rd.
- (11) Extend Laurel St. west to meet Lewis Oak Rd.

Issue: Some streets do not have sidewalks along the entire lengths of heavily travelled pedestrian routes, exposing school children, shoppers and senior citizens to traffic hazards. In some cases, landscaping and temporary structures have been placed in the right-of-way, forcing pedestrians to walk in the street.

Measures: (1) Designate pedestrian walkways along streets having heavy pedestrian use, especially those also having heavy vehicle traffic. These walkways should cover the most frequently used pedestrian routes from origin to destination. (Walkways indicated on Fig.5.)

Pedestrian walkways should be designated along the following roads (on both sides of street, unless otherwise noted):

East-West:

1. Spruce Street from Gridley-Biggs Road to the end of East Spruce. Crosswalks at all N-S street crossings.

(heavily travelled by both vehicles and pedestrians, including High School students along East Spruce)

2. Hazel Street from Vermont to the end of East Hazel.

(pedestrian route to High School)

3. Sycamore Street from Gridley-Biggs Road to Highway 99. Crosswalks at all N-S street crossings.

(heavily travelled by both vehicles and pedestrians, particularly shoppers and school children. Sidewalks especially needed between Kentucky St. and the S.P.R.R. by children walking to Wilson School.)

4. Magnolia Street (and Terrace) from Idaho to Highway 99. Crosswalks at most N-S street crossings, except at S side of Vermont and Washington. Walkway extends north around Magnolia Terrace and south around Magnolia Street as shown on Figure 5.

(heavily travelled by both vehicles and pedestrians, especially where heavy trucks use Magnolia between Kentucky and Highway 99.)

5. East Gridley Road from Highway 99 to Bonnell.

(often heavily travelled by both vehicles and pedestrians during functions held at Fairgrounds)

6. Cedar Street between Vermont and Ohio.

North-South:

7. Gridley-Biggs Road from Sycamore to Spruce, E side of road only.

(heavy pedestrian traffic using Funk's Market on major thoroughfare)

8. Oregon from Locust to Spruce.

(major street, with school children on route to Sycamore and McKinley Schools)

9. Vermont from S of Ash to end (at N City Limits);

Ohio from Sycamore to Spruce;

Kentucky from Magnolia to Spruce;

Crosswalks at Hazel for all of the above walkways.

(downtown shopping area streets; main pedestrian routes to downtown from residential areas)

10. Haskell from S end to Spruce.

Crosswalks at Hazel.

(main pedestrian route to City park)

11. Highway 99 from S City Limits to Spruce.

Crosswalks at Archer, E. Gridley Road and Hazel.

(heavily travelled by both vehicles and pedestrians, particularly shoppers, senior citizens from The Oaks apartments, and students walking to and from the High School on E. Spruce)

Measures, cont:

(2) Crosswalks should be marked where designated walkways cross an intersection as indicated on Figure 5.

(3) Investigate the cost of a pedestrian overcrossing bridge near the Cherry St. and Highway 99 intersection to facilitate safeaccess to the downtown area for senior citizens living in The Oaks apartments. Compare this cost to that of signalizing the Cherry-Hwy 99 intersection and choose the more cost-effective measure. Coordinate with Caltrans regarding this measure.

IDENTIFICATION OF REMAINING PROBLEMS

1. Some existing and proposed collectors have inconsistent right-of-way widths, so that when they need to be expanded to full width according to standards for collectors (60-foot ROW or greater), some properties will have to be acquired.

Example: Little Ave.

2. Some residential areas have developed in solid blocks, bordering canals, leaving no room to put streets through. Development occurring on the other side of these blocks will have to go around them to get access to the city street system.

Example: South side of Little Ave., between Randolph and Oregon.

3. Optimal routing of east-west through traffic is dependent on construction of expensive new road extensions, for which funding sources must be found. While these should be built as soon as possible, limited funding availability may delay construction of needed improvements.

TRUCK ROUTE STUDY

Based on conversations with a Gridley Planning Commissioner, two Gridley trucking companies and the principal of McKinley School, a general description of truck circulation patterns in Gridley has been obtained. Information collected on truck movements includes their origins, destinations, routes, frequencies and seasonal traffic levels on Gridley streets. These conversations revealed that heavy trucks traverse Gridley from all directions, destined for points in all directions both in and outside of town, at all times of year. In particular, the late summer and fall months (late July through late November) bring trucks with fruit for the cannery and grain for the dryer and warehouses. This is the heaviest season of the year for truck traffic; as many as 120 trucks per day (one truck every eight minutes on the average) travels on Sycamore Street. This heavy truck traffic corresponds to the beginning of the school year at three elementary schools which the trucks must pass.

The routes, with their associated origins and destinations, are portrayed in a series of overlay maps (Figure 6). Also shown on the base map are several problem areas or "hot spots" which make for unsafe traffic situations along the existing truck route:

1. Funk's Market at Sycamore and Gridley-Biggs Road (blind turn for southbound trucks turning west onto Colusa Highway)
2. Sycamore School (noise, safety of children)
3. McKinley School (noise, safety of children)
4. Post Office at Virginia and Sycamore (double parking, congestion)
5. Wilson School (noise, safety of children)
6. Hospital on Spruce (noise)
7. Sycamore-Highway 99 intersection (no traffic control for northbound trucks on Highway 99 turning left onto Sycamore)

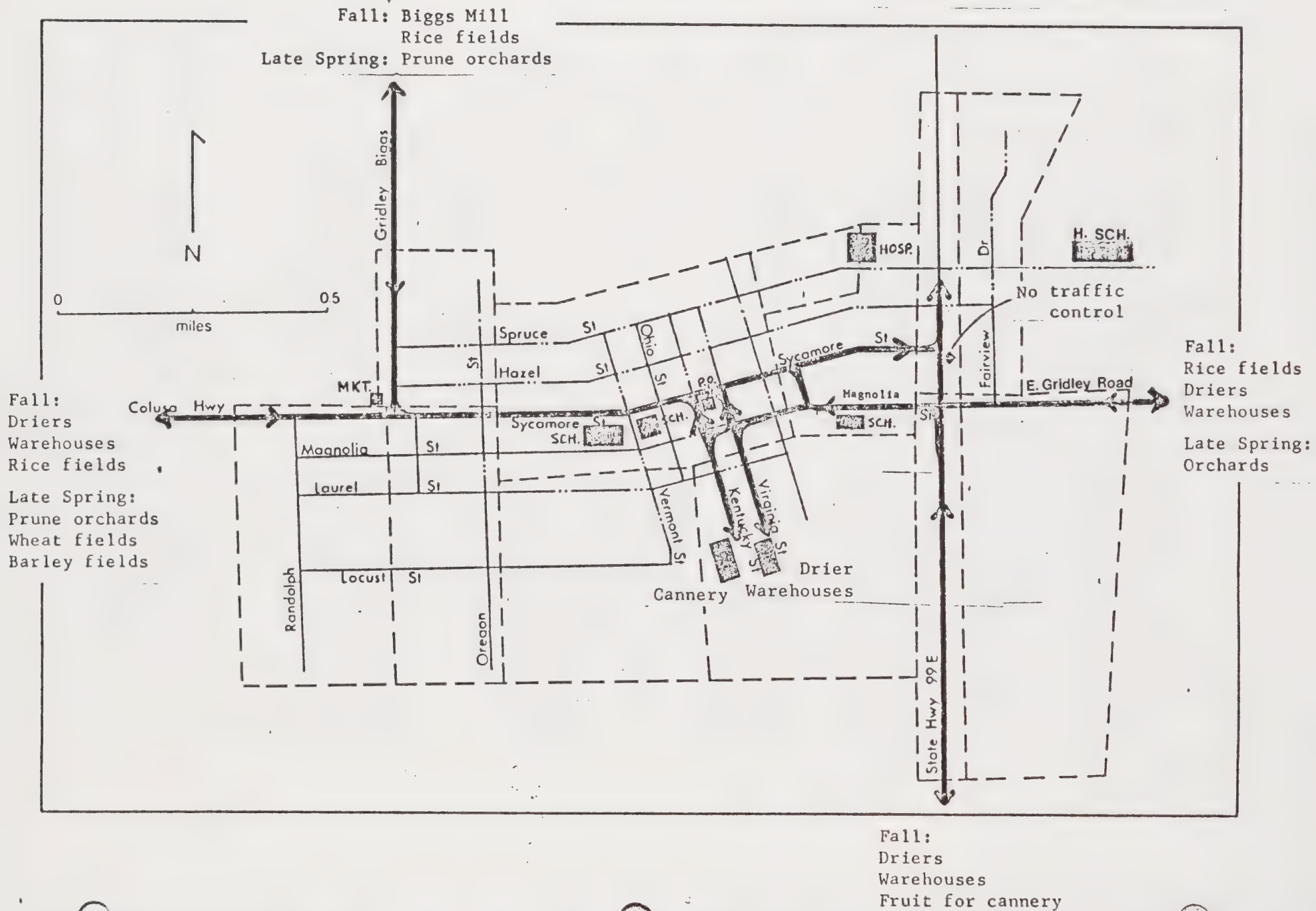
These trouble spots exist because trucks must presently go through the heart of town to get to and from the cannery and warehouses and to get across town to Highway 99 from north and west of town. The pros and cons of using the present truck routes (Sycamore and the section of Magnolia between Jackson and Highway 99) appear to be perceived as follows:

PROS

1. Sycamore is the most direct, "straight-shot" route through town, involving fewest turns. Other routes would involve more turns, stops and railroad crossings.
2. Sycamore is an existing route, and continuing to use it would involve the least expense.

FIGURE 6. EXISTING TRUCK ROUTES

-9a-



3. Sycamore is the route truckers have become accustomed to.

CONS

1. The Sycamore route results in high exposure of school children to noise which disrupts their classes, to fumes, and to potential accidents when walking to and from the three schools.

2. Trucks must pass and make turns at the Sycamore and Virginia intersection to get to the cannery, which exposes the truck traffic to heavy congestion at the Post Office on that corner, and exposes Post Office users to potential truck accidents.

3. There is no traffic control at Sycamore and Highway 99 so trucks use Magnolia and pass Wilson School.

4. Sycamore is not a wide street, is heavily traveled and is lined by residences along much of its length, exposing residents to noise, fumes and danger of accident.

Possible Alternate Through Truck Routes

The following combination of route options is proposed to avoid the problems posed by the present Sycamore Street route, routing through traffic away from the heart of town and moving trucks more freely to their destinations, both within town and to points beyond.

The recommended improvements are intended to be implemented as early as is feasible; however, it is recognized that high capital costs are involved. Therefore the recommendations in this Element represent part of an overall capital improvements plan indicating improvements to be made over a period of several years.

Until necessary improvements can be made, Sycamore Street will continue to be used as the main through truck route, recognizing that hazards are involved and that an alternate route or combination of routes be developed as soon as is feasible. It should be noted that the Gridley Union School District objects to the continuation of truck traffic on Sycamore Street; however, Gridley-based truckers do not see a feasible alternative route until the recommended major improvements have been accomplished.

The following improvements will alleviate the problem of truck traffic through the center of town (listed in order of greatest impact upon the problem):

1. Extend Obermeyer westward to meet a southeastward extension of Washington (shown on Figure 5) so trucks northbound

on Highway 99 could have access to cannery area from south of town rather than going through town. Trucks would cross tracks at Laurel, and turn S onto Kentucky or Virginia. The railroad crossing grade at Laurel would have to be reshaped to accomodate trucks.

2. Upgrade Block Road and Little Avenue (including an extension of Little Avenue to the Washington Street-Obermeyer Avenue intersection recommended in Item #1) for truck access to the cannery/warehouse area from the south. Trucks southbound on Gridley-Biggs Road or eastbound on Colusa Highway would travel S on Block, E on Little, and then N on Washington, W on Laurel and S on Kentucky and Virginia.

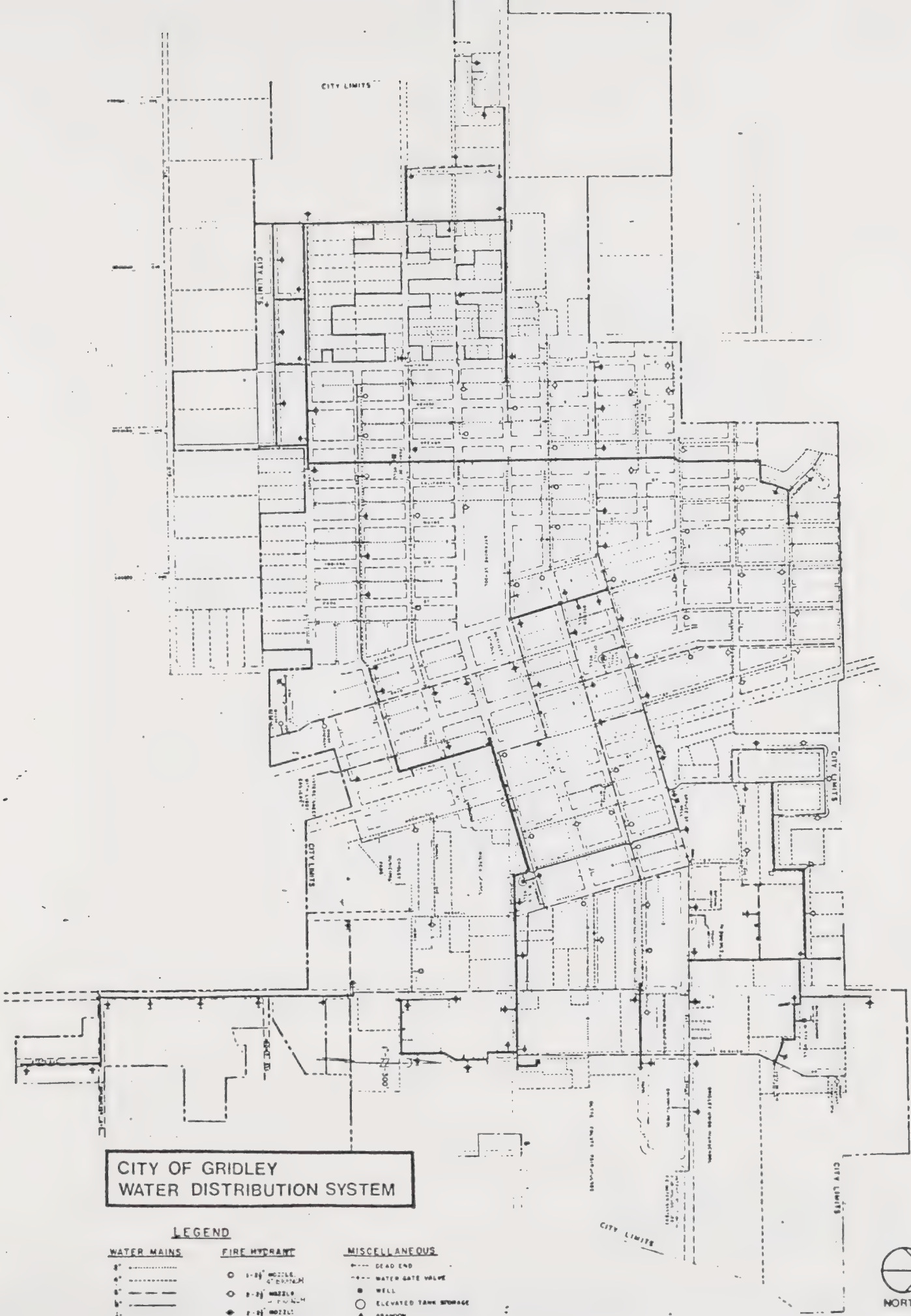
3. Convert Washington St. into a N - S through street by placing stop signs at all side (E - W) streets. This enables trucks to have free access to the cannery area from the north, providing truckers coming south from Biggs the option of using Spruce Street instead of skirting the City to use Block and Little. Eastbound trucks on Spruce would turn S on Washington, W on Laurel and then S on Kentucky or Virginia. A sign could be posted on Virginia Street just south of its intersection with Spruce to prevent truckers from turning S onto Virginia to get to the cannery or warehouse. Signs on Spruce Street would post it as an alternate truck route.

4. When Items #1,2 and 3 have been accomplished, eliminate truck traffic on Sycamore Street E of Gridley-Biggs Road and on Magnolia Street W of Highway 99. Use appropriate signing on Sycamore Street to limit truck traffic using Sycamore to delivery trucks (for downtown businesses, the Post Office, etc.) only.

5. Signalize the Washington-Sycamore and Washington-Spruce intersections at such time as traffic volumes warrant. Construct a right turn lane at the Washington-Spruce intersection for vehicle storage to prevent traffic from backing up across the railroad tracks at stoplights. When traffic volumes warrant, investigate the feasibility of synchronizing stoplights along Washington and at the Washington-Sycamore and Washington-Spruce intersections to clear the railroad tracks of traffic before each train crossing.

6. Continue using crossing guards at the Scyamore Street crossing for the Sycamore and McKinley Schools.

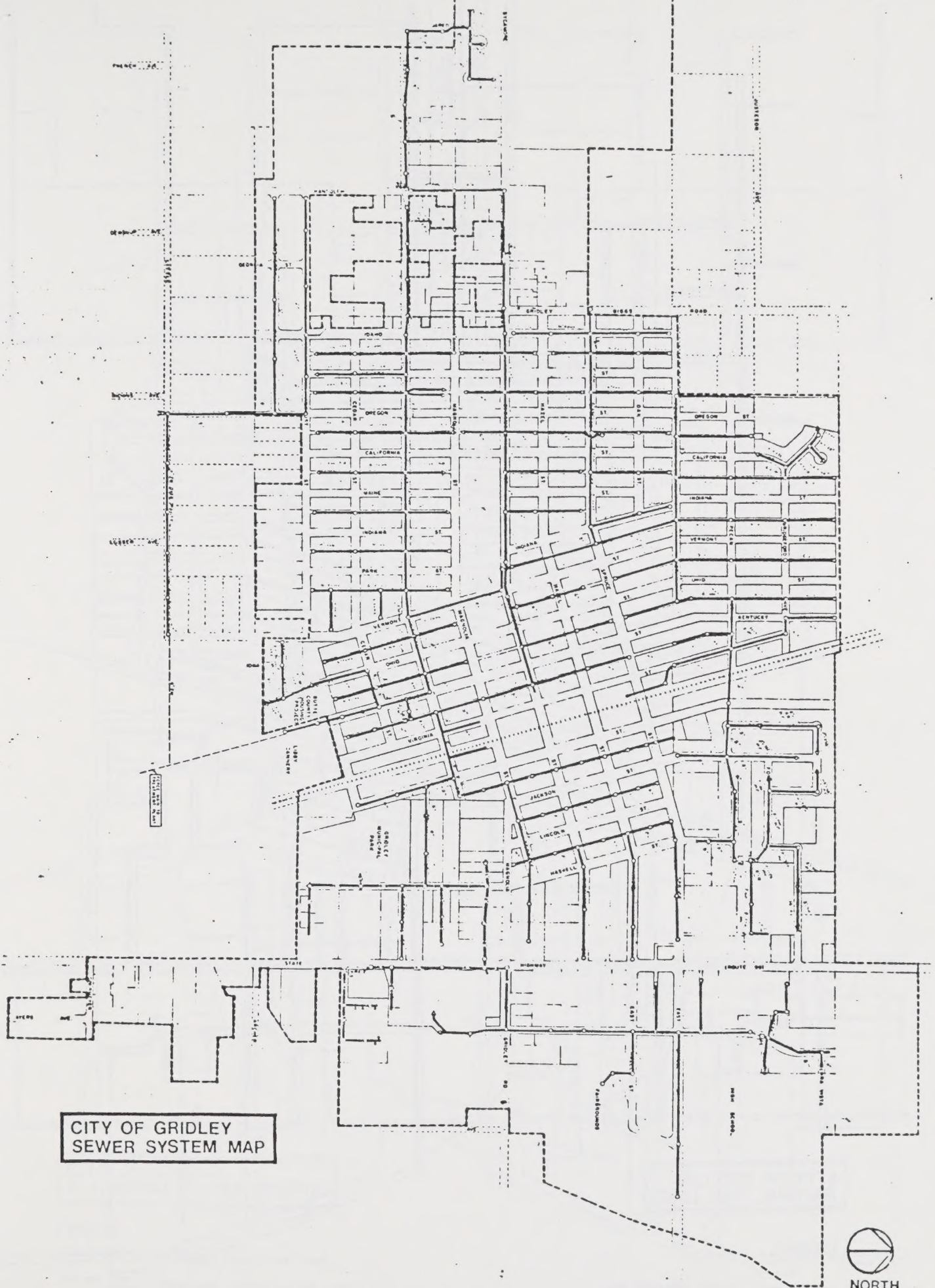
7. At the intersection of Colusa Highway and Gridley-Biggs Road, curve the NW corner and make necessary road improvements (e.g., turn lanes) to improve safety of trucks southbound on Gridley-Biggs Road turning W onto Colusa Highway. Explore the feasibility of restricting parking on the S and E of Funk's Market on the NW corner of Colusa Highway and Gridley-Biggs Road, and of relocating the market's entrance to the N side of the building. If these measures are not feasible, remove or relocate the building.



CITY OF GRIDLEY
STORM DRAIN SYSTEM



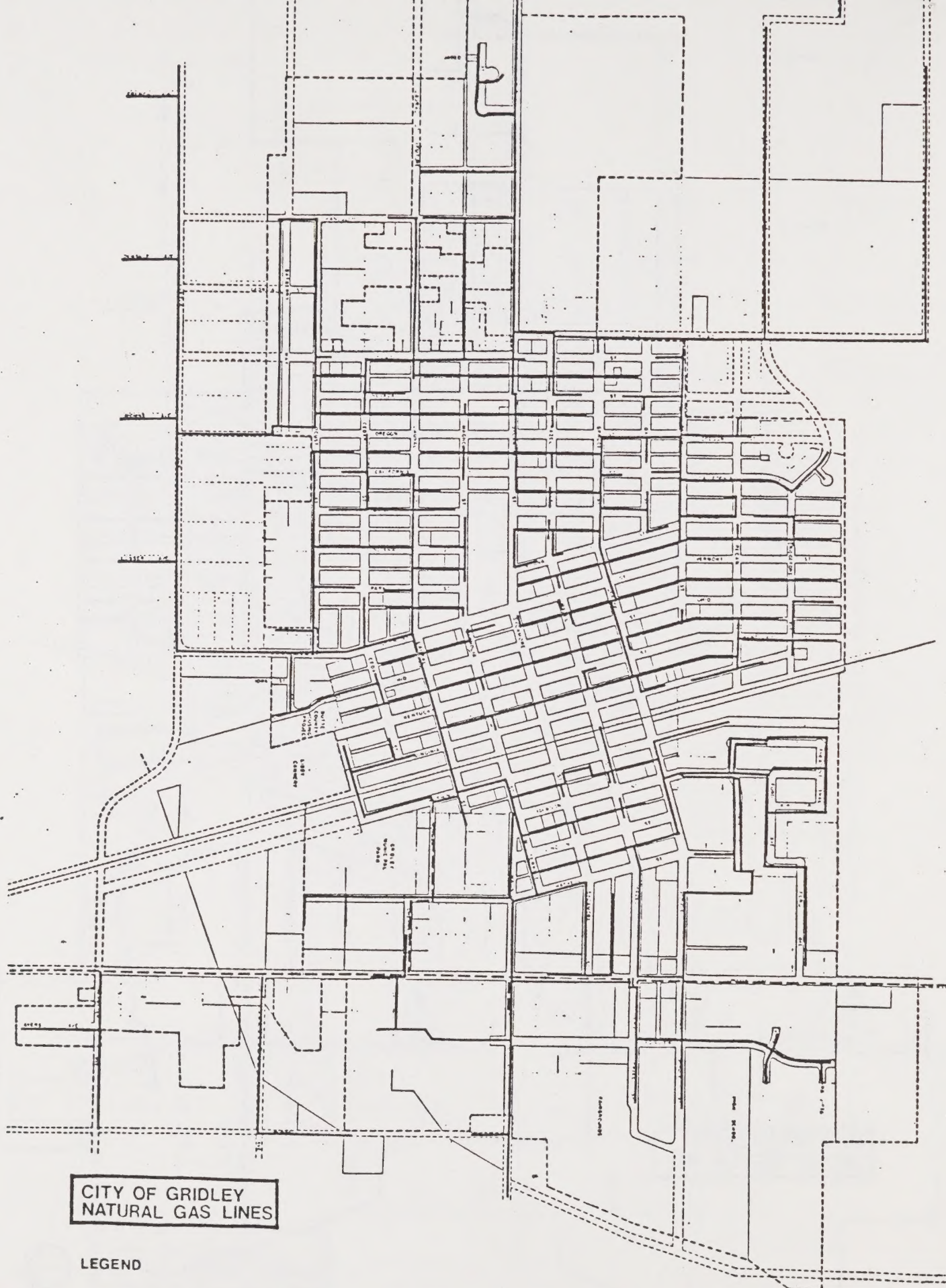
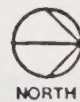
CITY OF GRIDLEY
SEWER SYSTEM MAP



CITY OF GRIDLEY
NATURAL GAS LINES

LEGEND

- Lines over 60 lbs.
- Lines under 60 lbs.



West Side Estates
Underground Lines

CITY OF GRIDLEY
ELECTRICAL POWER SYSTEM

LEGEND

- Primary Overhead Line
- Primary Underground Line
- Transclosure Housing
- Substation



U.C. BERKELEY LIBRARIES



C124889680